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CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [redacted]

CD NO. 25X1

COUNTRY Poland

DATE DISTR. 13 February 1963

SUBJECT Railroad and Highway Bridges in Western Poland

NO. OF PAGES 4 25X1

25X1

NO. OF ENCLS. (LISTED BELOW) [redacted] 25X1

SUPPLEMENT TO REPORT NO.

[redacted]

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25X1

[redacted]

1. Railroad Bridges:

a. Double-track bridge at Gosel. The bridge is a steel truss structure resting on four ashlar piers, 1.5 meters wide and 40 meters apart; its overall length is about 160 meters. War damages were repaired by August 1947. Height of bridge above stream: 5 meters; width of river under bridge: 60 meters; depth of river: 3.6 meters; type of river banks: loam and gravel; inside width of bridge: 10 meters, plus two sidewalks, each of them one meter wide; wooden flooring; maximum load capacity of bridge: 250 tons. The bridge is crossed by telephone cables and an electrical line. Demolition holes were not available. (2)

b. Double-track bridge at Oppeln. The bridge is a steel truss structure with an estimated length of about 120 meters resting on four granite piers, 1.80 meters thick and 40 meters apart. War damage to the bridge was repaired by September 1946. Height of bridge above stream 4.5 meters; width of river at bridge: 70 meters; depth of river: 1.7 meters; type of river bottom: stones and gravel; type of river banks: loam and gravel; inside width of bridge: 10 meters plus two sidewalks each 1 meter wide; type of bridge flooring: wooden planks; maximum load capacity: 250 tons. A telephone cable crosses the bridge, four piers of which are provided with one demolition hole each located 1.25 meters above the stream. On 25 October and 6 November 1951, [redacted] 25X1 Polish air observation posts at the right end of the bridge and one medium AA gun emplaced at both ends of the structure. (2)

c. Double-track bridge at Breslau-Poppelwitz. The bridge is a continuous steel truss structure about 300 meters long resting on seven piers, 2.5 meters thick and 40 meters apart. Six of the piers consist of masonry, the seventh was rebuilt in concrete. War damage to the bridge was repaired by May 1951. Height of bridge above stream: 8 meters; width of river at bridge: 70 meters; depth of river: 6 meters; type of river bottom: stones and gravel; type of river banks: stones and gravel; inside width of bridge: 8 meters; type of bridge flooring: wooden planks; maximum load capacity: 250 tons. The bridge is crossed by a telephone cable. Demolition holes are not available. (3)

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25X1

d. Double-track bridge at Klodnitz. The bridge is a steel arch truss structure about 60 meters long resting on one granite pier, 7 1.3 meters thick, and two abutments. War damage to the bridge was repaired by November 1951. Height of bridge above stream: 8 meters; width of river at bridge: 55 meters; depth of river: 2.5 meters; type of river bottom: stones; type of river slopes: gravel and loam; inside width of bridge: 8 meters; type of bridge flooring: wooden planks; maximum load capacity: 250 tons. The bridge is crossed by a telephone cable. Demolition chambers were not available. (4)

e. Double-track bridge at Laband. The bridge is a single span steel arch truss structure, about 60 meters long, which did not suffer any war damage. Height of bridge above stream: 4.5 meters; width of river at bridge: 50 meters; depth of river: 1.70 meters; type of river bottom: mud; type of river banks: gravel and loam; inside width of bridge: 8 meters; type of bridge flooring: wooden planks; maximum load capacity: 250 tons. The bridge is crossed by a telephone cable. Two demolition holes were available in each abutment. (5)

2. Highway Bridges:

a. Autobahn bridge near Flohsingen. The bridge is a reinforced concrete structure, about 50 meters long. Height of bridge above canal: 4.5 meters; width of canal: 40 meters; depth of canal: 1.7 meters; type of canal banks: gravel and loam; canal bottom: concrete; width of concrete roadway: 7 meters plus two sidewalks each 1.2 meters wide; maximum load capacity of bridge: 150 tons; two demolition holes available in each abutment. (6)

b. Road bridge near Krappitz. The bridge is a steel plate girder bridge about 300 meters long resting on two granite piers and one temporary wooden pier, 40 meters apart. Height of bridge above stream: 4.5 meters; width of river at bridge: 60 meters; depth of river: 1.70 meters; type of river bottom: gravel and stones; type of river banks: stones and loam; inside width of bridge: 7 meters with two sidewalks 1 meter wide each; type of bridge flooring: wooden planks; maximum load capacity: 80 tons; the bridge is crossed by a telephone cable. Demolition holes were not available. The bridge was reconstructed in a makeshift way in 1946. (7)

c. Bridge near Oppeln. The bridge is a reinforced concrete girder structure; war damage was repaired by July 1951. It has an estimated length of 150 meters and rests on four concrete piers, 1.3 meters thick and 40 meters apart. Height of bridge above stream: 4.5 meters; width of river at bridge: 80 meters; depth of river: 1.3 meters; type of river bottom: gravel and stone; type of river slope: loam and stones; width of concrete roadway: 10 meters plus two sidewalks, each of them 1.5 meters wide. The bridge carries gas and water mains, telephone cables and electrical lines. (8)

d. Bridge at Nikolino. The bridge is a reinforced concrete girder structure, 200 meters long, resting on six concrete piers, 1.3 meters thick and 40 meters apart. Height of bridge above stream: 6 meters; width of river at bridge: 70 meters; depth of river: 1.7 meters; type of river bottom: gravel; type of river banks: loam and gravel; width of concrete roadway: 10 meters plus two sidewalks each 1.5 meters wide; maximum load capacity: [illegible] tons. It was reconstructed by November 19[illegible].

e. Bridge at Ohlau. The bridge is a steel plate girder bridge, about 100 meters long, and resting on four piers, 20 meters apart. Two of the piers have been reconstructed in a makeshift way. Height of river above stream

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[redacted] 25X1

4.5 meters; width of river at bridge: 50 meters; depth of river: 1.7 meters; type of river bottom: gravel; type of river banks: loam and sand; width of roadway: 6 meters plus two sidewalks, each 1.2 meters wide. The bridge was reconstructed in a makeshift way in June 1945; type of bridge flooring: stone paving and wooden planks on a 40-meter stretch. Maximum load capacity: 30 tons. The bridge is crossed by a telephone cable and an electrical line. (10)

f. Canal bridge at Brieg. The original bridge was destroyed in February 1945 but rebuilt in 1946 in a temporary way as a wooden structure reinforced by T girders. It is about 40 meters long and rests on three wooden piers, 12 meters apart. Height of bridge above water: 4.5 meters; width of canal: 35 meters; depth of canal: 1.8 meters; type of canal bottom: mud; type of canal banks: loam and sand; type of bridge flooring: wooden planks; maximum load capacity: 20 tons; the bridge is crossed by a telephone cable. (11)

g. Bridge at Cosel I. The structure is a reinforced concrete arch bridge, about 60 meters long with two concrete piers, 1.5 meters thick and 20 meters apart. The bridge was reconstructed by 1 May 1951. Height of bridge above stream: 4.5 meters; width of river at bridge: 30 meters; depth of river: 1.5 meters; type of river bottom: mud and gravel; type of river banks: loam; width of concrete roadway: 10 meters plus two sidewalks, each 1.5 meters wide; maximum load capacity: 150 tons. The bridge is crossed by a telephone cable and an electrical line. (12)

h. Wehrmacht Cosel II. The structure is a reinforced concrete arch bridge, about 100 meters long, resting on two concrete piers, 1.5 meters thick and 30 meters apart. The bridge was destroyed in 1945 but rebuilt by 1 May 1951. Height of bridge above stream: 6 meters; width of river at bridge: 100 meters; depth of river: 0.5 meters; type of river bottom: stone slabs; type of river banks: loam and sand; concrete roadway: 10 meters plus two sidewalks, each 1.5 meters wide; maximum load capacity: 150 tons. The bridge is crossed by a telephone cable and an electrical line. Below the bridge is a pin weir, which dams up the water upstream of the bridge to a depth of 2.5 meters. The river is not navigable under the bridge. The destruction of the bridge would have a sustained effect, as its site makes the erection of a temporary structure almost impossible. During the German administration, equipment for the construction of a ferry was kept available near the bridge site. Approach roads to the site of the ferry are under construction. (13)

3. Temporary Road Bridges:

The following 20-ton road bridges over the Klodnitz Canal exist:

a. Near Nowa Wies; 25X1
b. Near Schlawenzitz; 25X1
c. Near Kuzunitz. (14)

[redacted] Comments.

(1) This double-track railroad bridge over the Oder River near Cosel is on the Cosel-[redacted] Heydebreck railroad line, [redacted] sketch of the new bridge from a drawing [redacted] see Annex 2. The bridge appears to have been reconstructed in its old form. The previous bridge was 230 meters long. It is therefore believed that [redacted] statement on the present length of the bridge is erroneous. 25X1 25X1 25X1

(2) This double-track railroad bridge is on the Breslau-Heydebreck railroad line, [redacted] 25X1 of the new bridge, see Annex 4. It appears that this bridge was also reconstructed [redacted] for sketch

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25X1

in its previous form. 25X1 25X1

25X1 The previous bridge was 177 m
25X1 meters long, while the present bridge has a length of about
25X1 120 meters. It is believed that estimate was erroneous.

(3) The bridge near Breslau-Poppelwitz is on the Breslau-Poznan railroad line. 25X1
25X1 The bridge, which is 440 meters long, consists of two separate structures, each carrying one track. This bridge appears to have been reconstructed in its previous form, although 25X1
sketch shows some deviations from the photograph. According to 25X1
estimate, which is believed to be erroneous, the present bridge is 300 meters long. For sketch of bridge, see Annex 6.

(4) This item of information appears to refer to the double-track railroad bridge over the Klodnitz Canal east of Heydebreck on the Breslau-Gleiwitz railroad line. 25X1

(5) This double-track railroad bridge is on the Breslau-Gleiwitz railroad line and 25X1
crosses the Klodnitz Canal, which connects the Oder River with the industrial area of Katowice and Gleiwitz. For sketch of bridge, see Annex 8.

(6) This road bridge over the Klodnitz Canal is on the Breslau-Gleiwitz autobahn.
statements on this bridge appear to be correct. For sketch of bridge, see Annex 9.

(7) This bridge over the Oder River is near Krappitz on the Oppeln-Ratibor highway. 25X1
For sketch of bridge, see Annex 10.

(8) This bridge over the Oder River is in the town area of Oppeln. statement 25X1
on the reconstruction of this bridge confirms press reports, according to which work on the rebuilding of the bridge was started in 1948. For sketch of the bridge, see Annex 11.

(9) This road bridge over the Oder River 18 km southeast of Brieg is on the category II highway connecting Schurgast with Alt Pomsdau. For sketch of bridge, see Annex 12.

(10) This bridge over the Ohlau River in the town area of Ohlau is on the category II highway connecting Ohlau with Namslau. For sketch of bridge, see Annex 13.

(11) This bridge over the Brieger Unterkanal is on the Brieg-Scheibelmerf road just north of Brieg. For sketch of bridge, see Annex 14.

(12) This road bridge is just east of Cosel on the Cosel-Klodnitz highway. For sketch of bridge, see Annex 15.

(13) The Cosel II Wehrbruecke is just east of the Cosel I road bridge on the Cosel-Klodnitz highway. The branch of the Oder River which is crossed by this bridge is not navigable. For sketch of bridge, see Annex 16.

(14) The temporary bridge near Schlawenzitz is on a secondary road 10 km northeast of Heydebreck; the temporary bridge near Rudzinitz is about 20 km northwest of Gleiwitz. The bridge reportedly located near Nowa Wies might be identical with the bridge near Niewiesche, which is about 18 km northwest of Gleiwitz.

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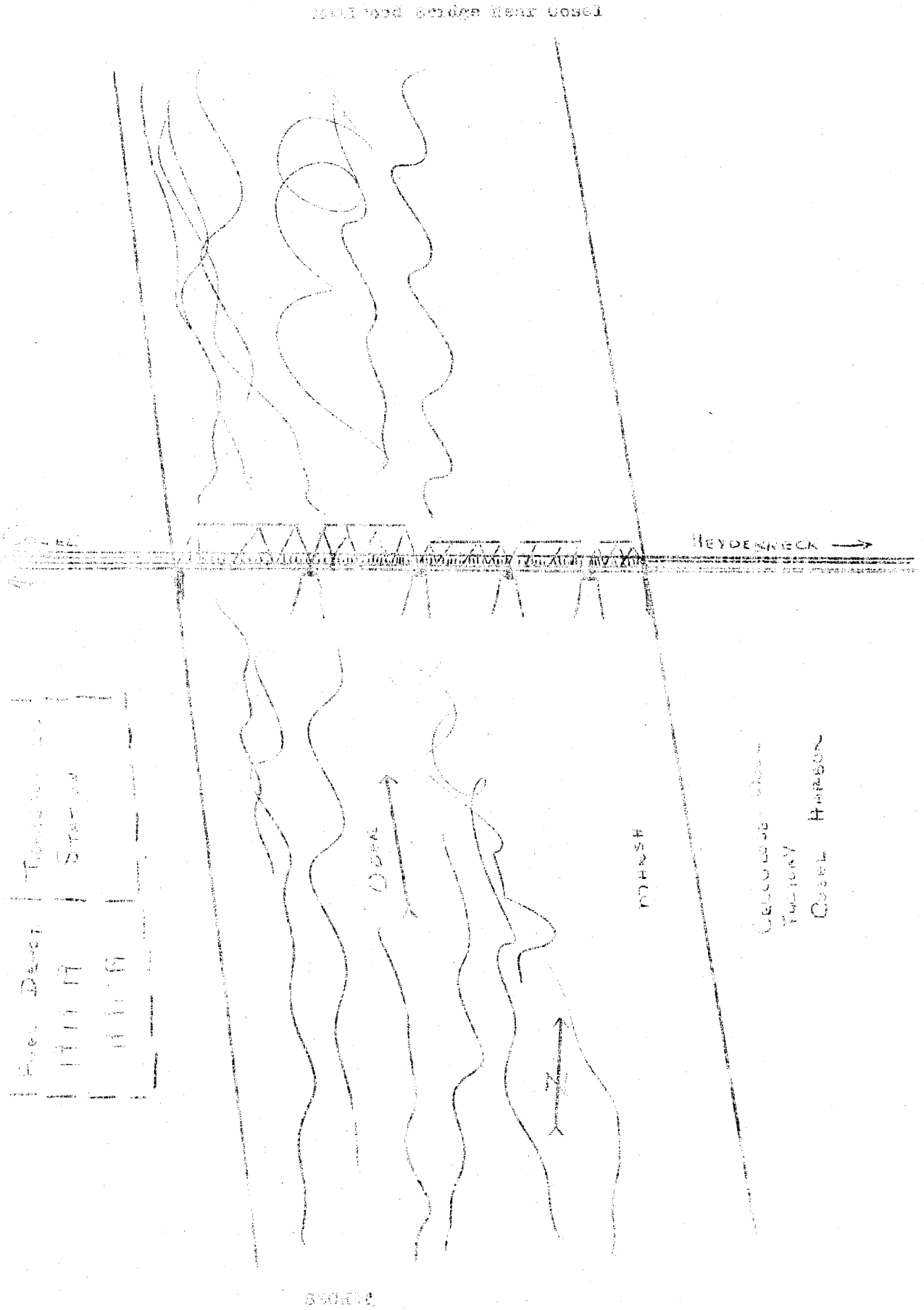
25X1



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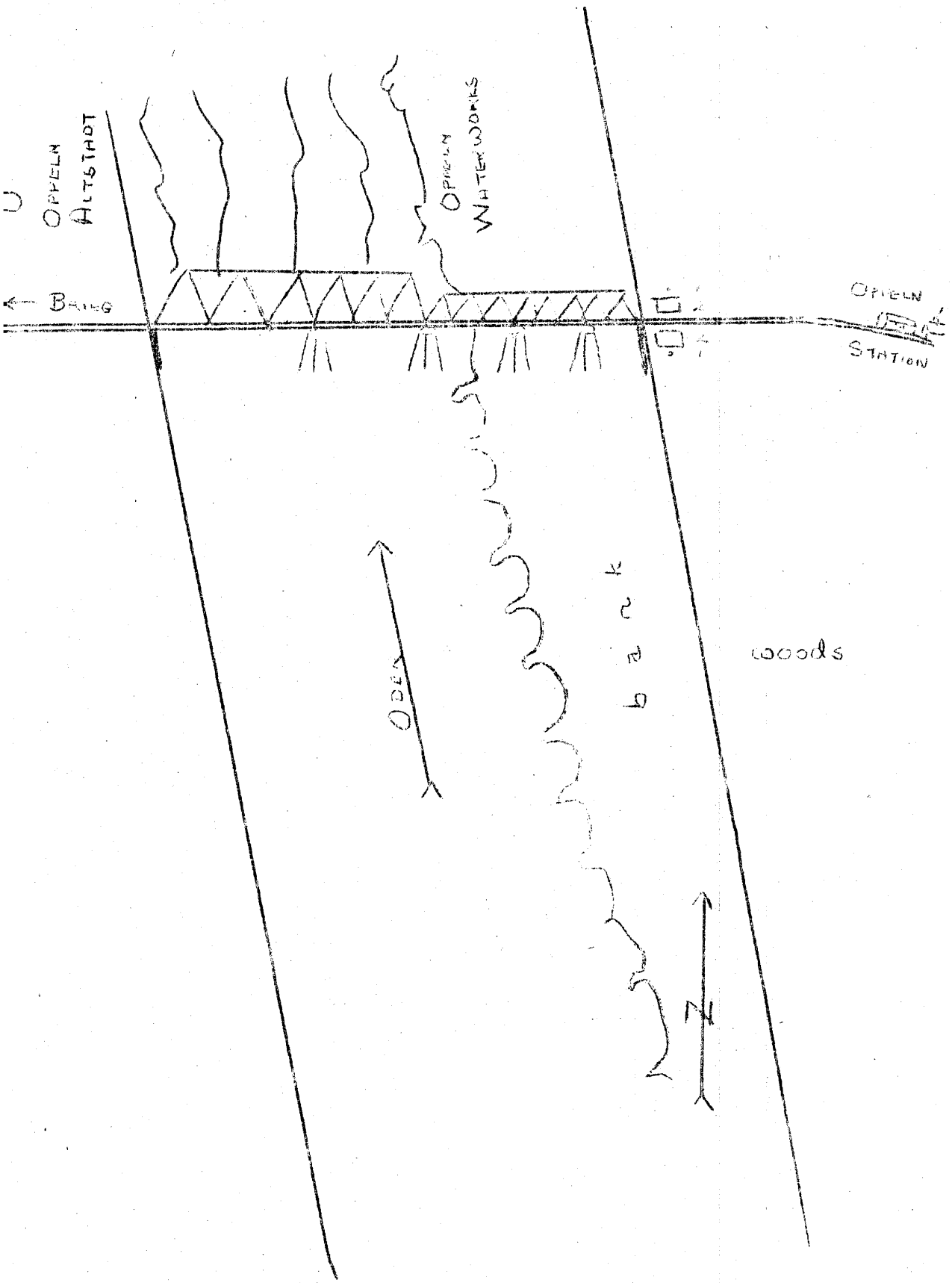
Annex 4

25X1

Railroad Bridge at Oppeln



1. AA guns, medium caliber
2. air raid observation post

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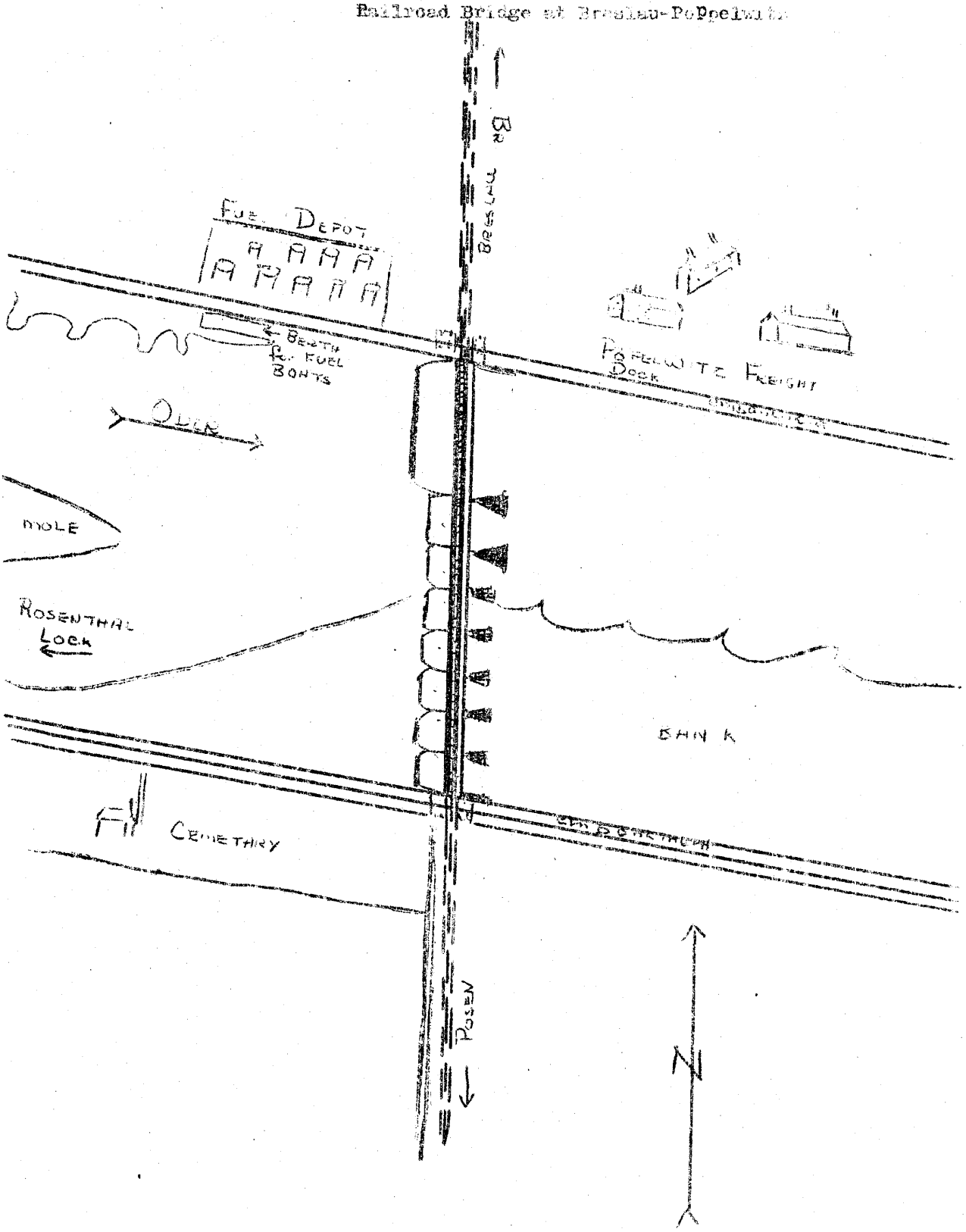
Annex 6

25X1

Railroad Bridge at Breslau-Poppelwitz



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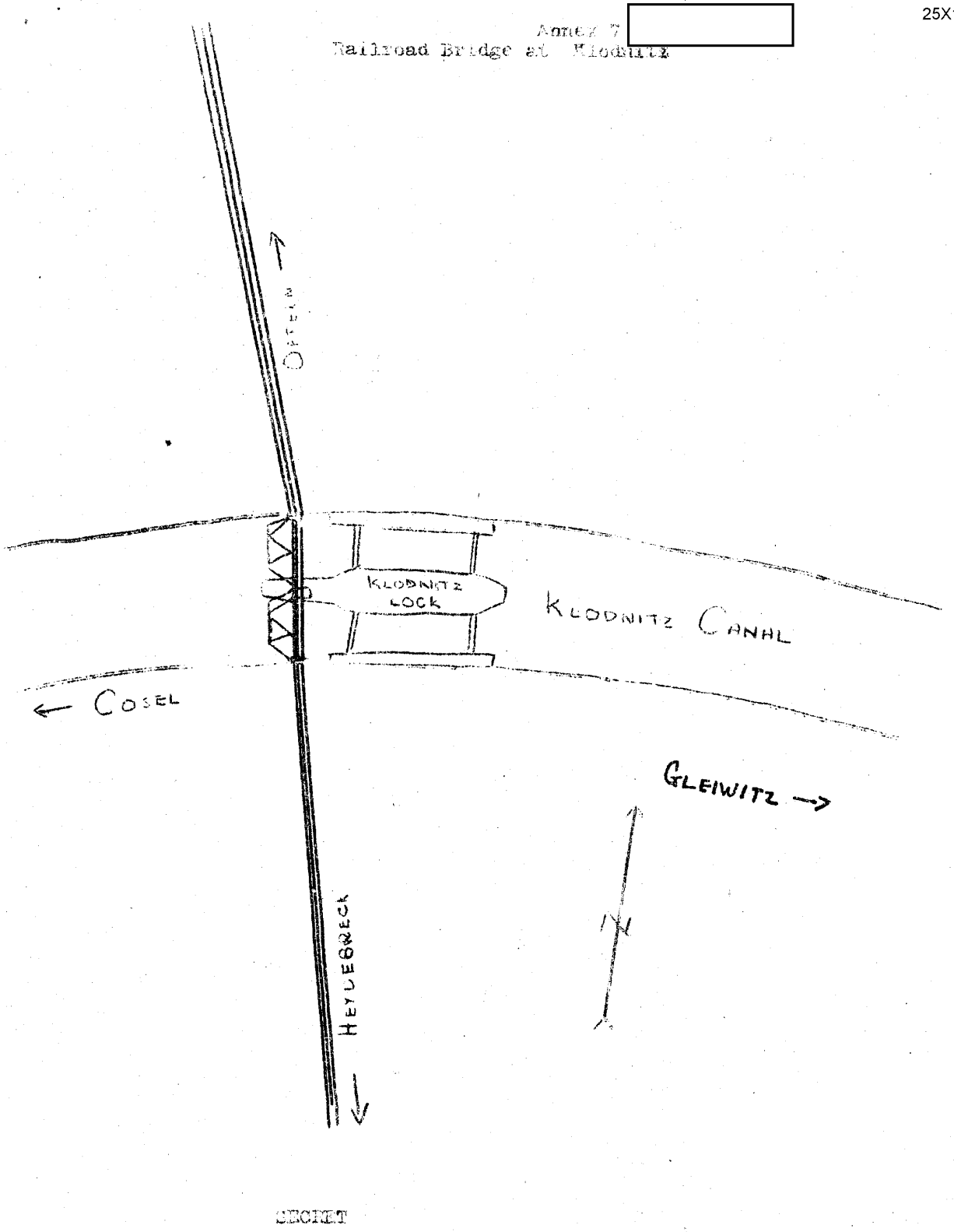
25X1

Annex 7

Railroad Bridge at Klodnitz



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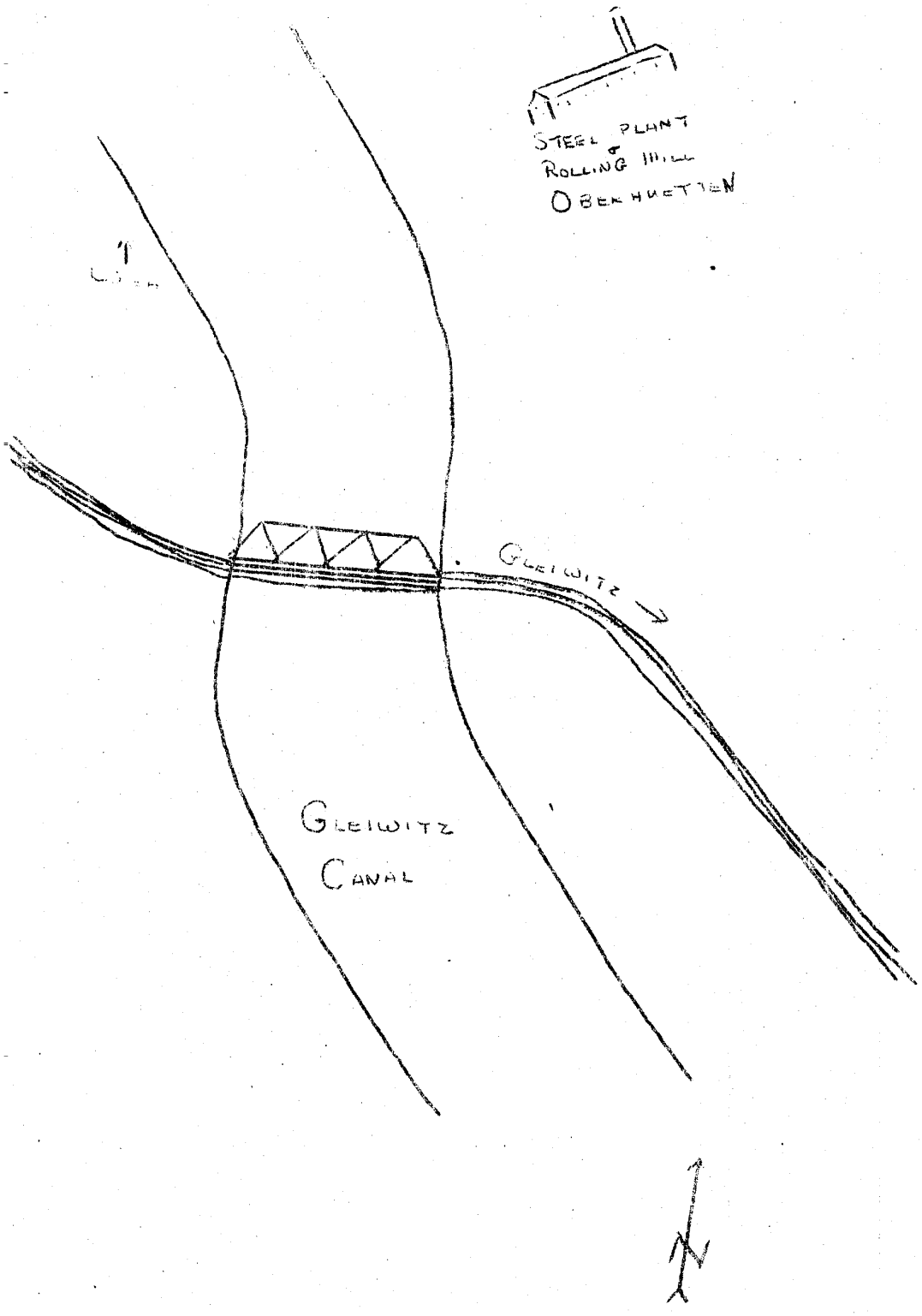
Annex 2

25X1

Railroad Bridge at Laband



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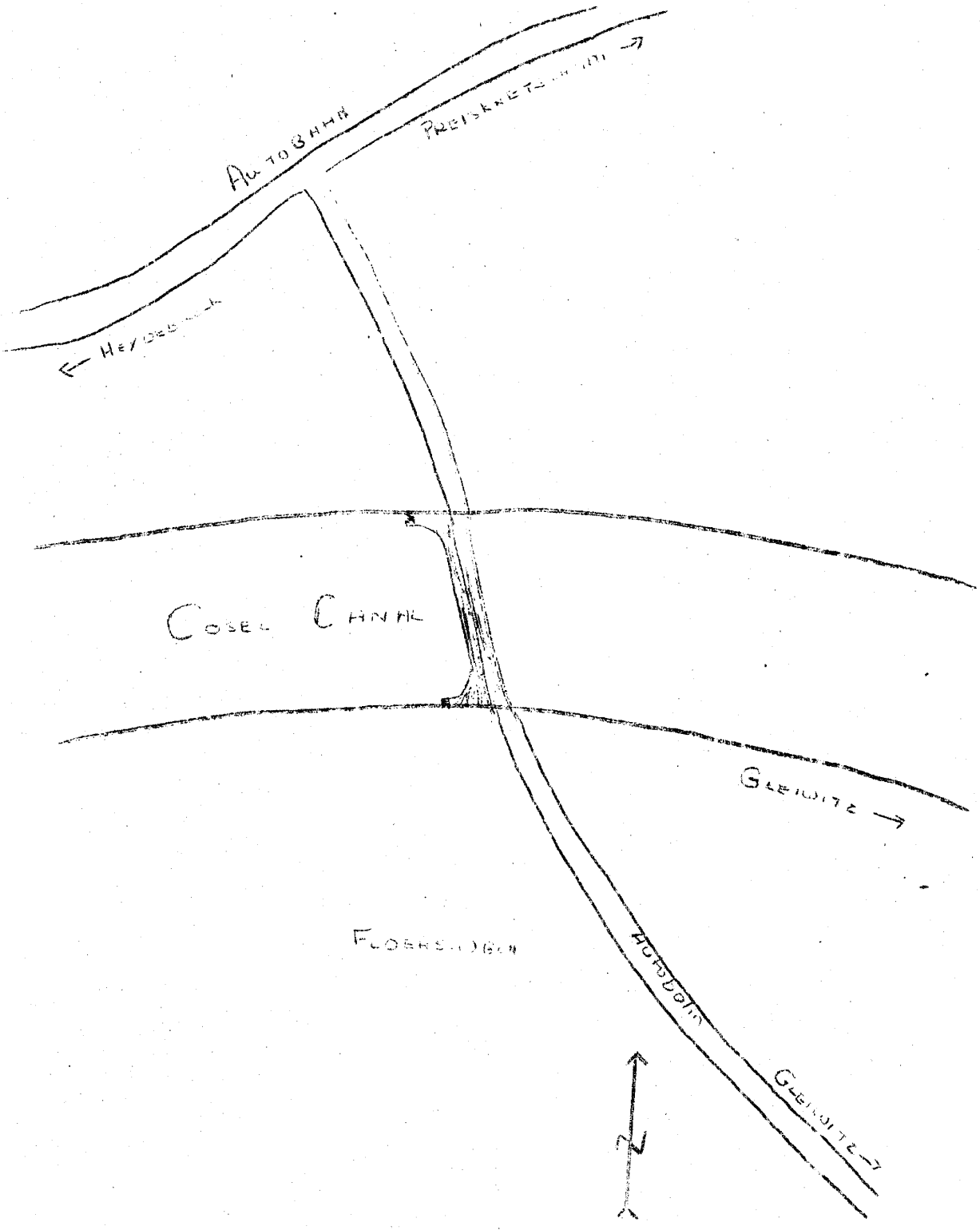
Annex 9

25X1

Autobahn Bridge at Flushing



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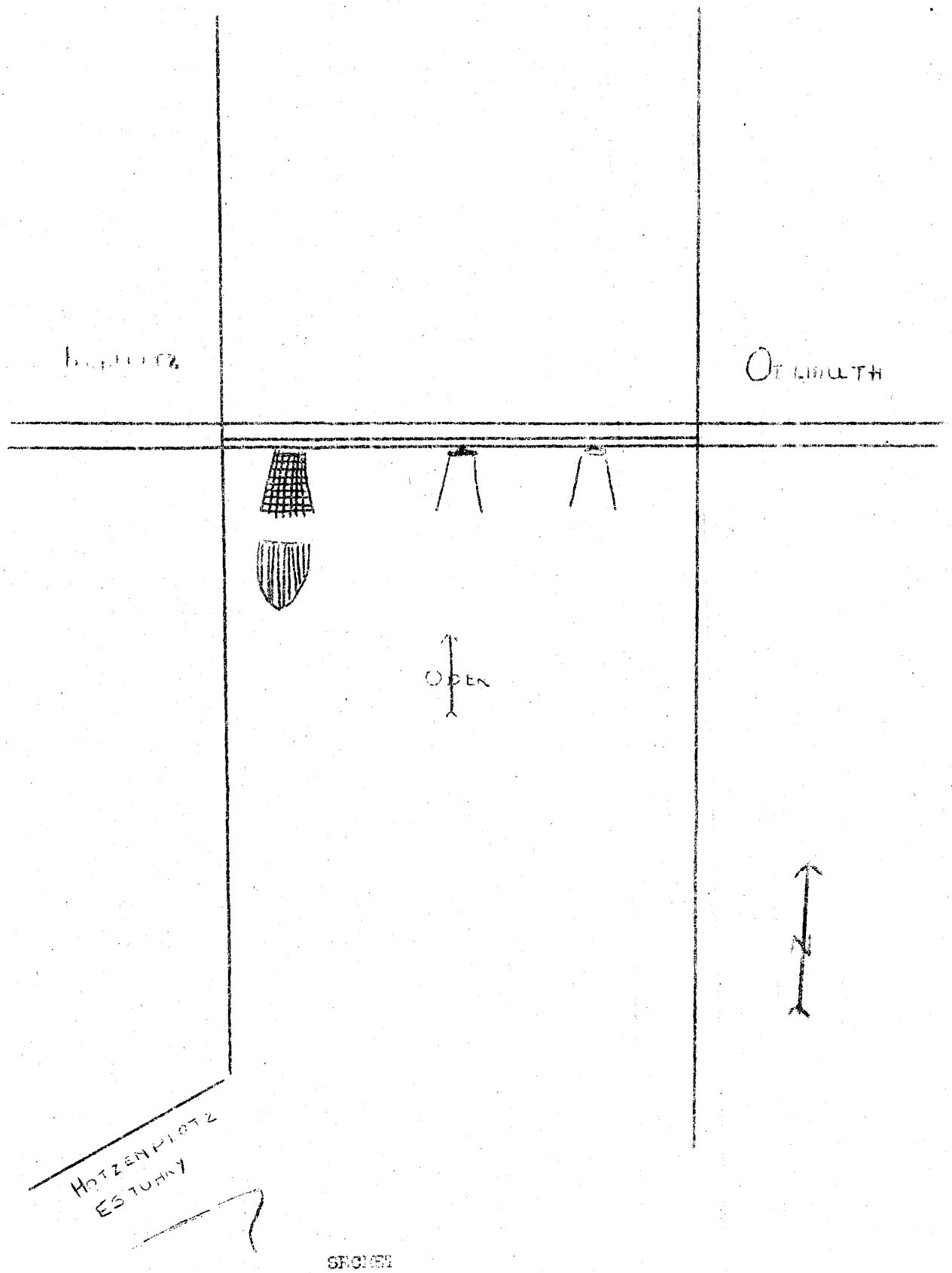
Annex 10

25X1

Road Bridge at Krappitz



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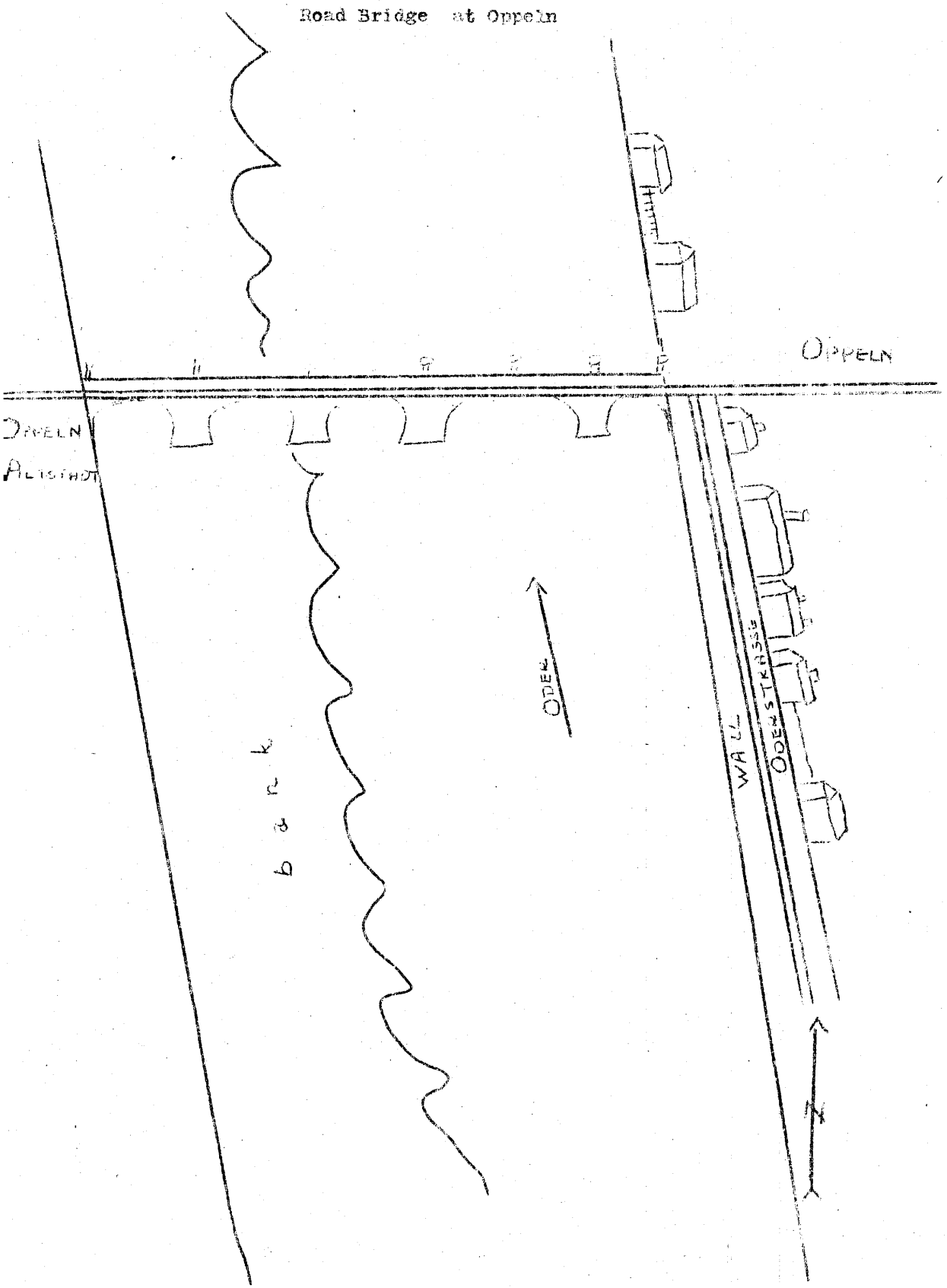
Annex 11 [redacted] 25X1

Road Bridge at Oppeln



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Annex 12

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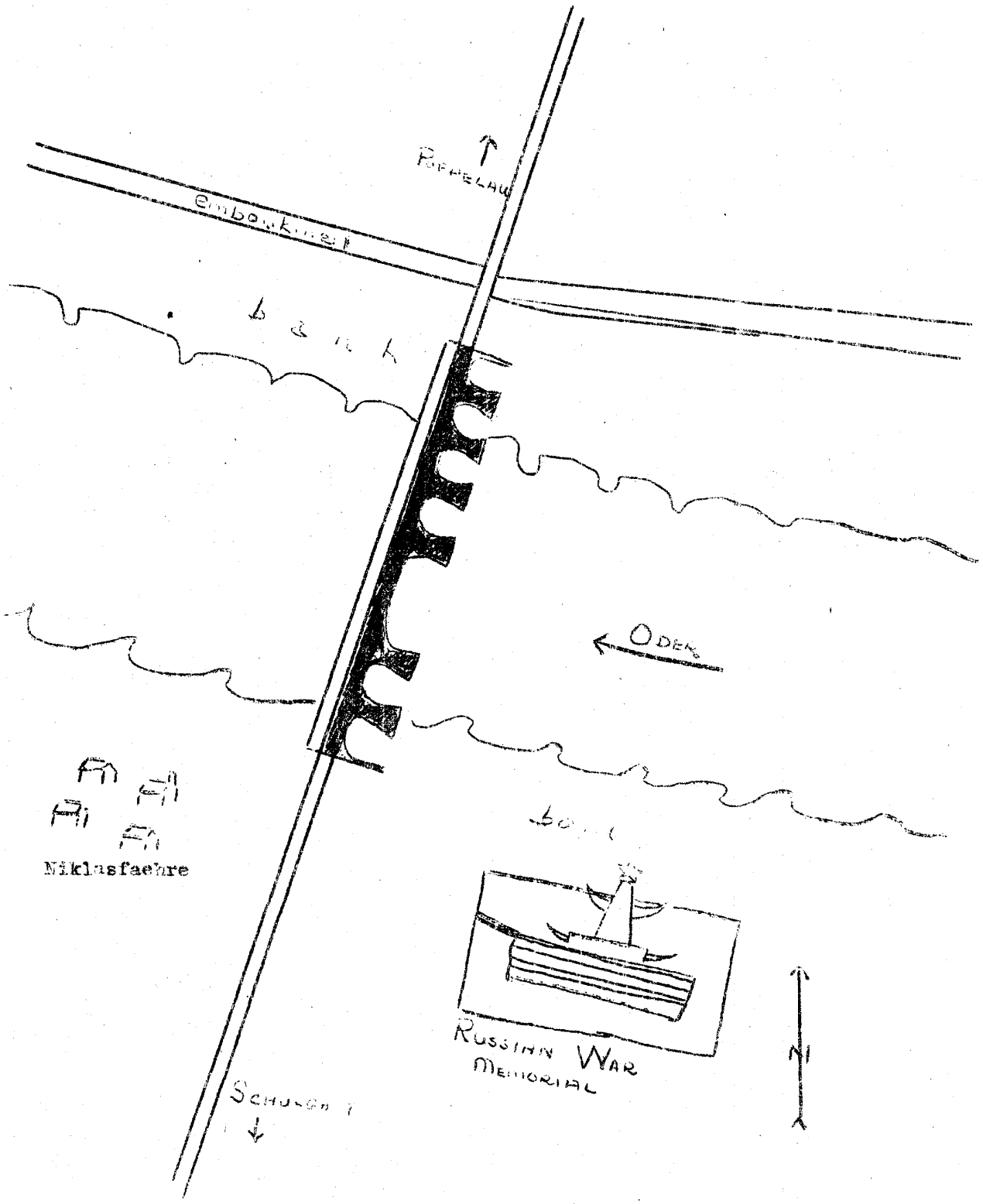
Road Bridge at Nikoline



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Annex 13

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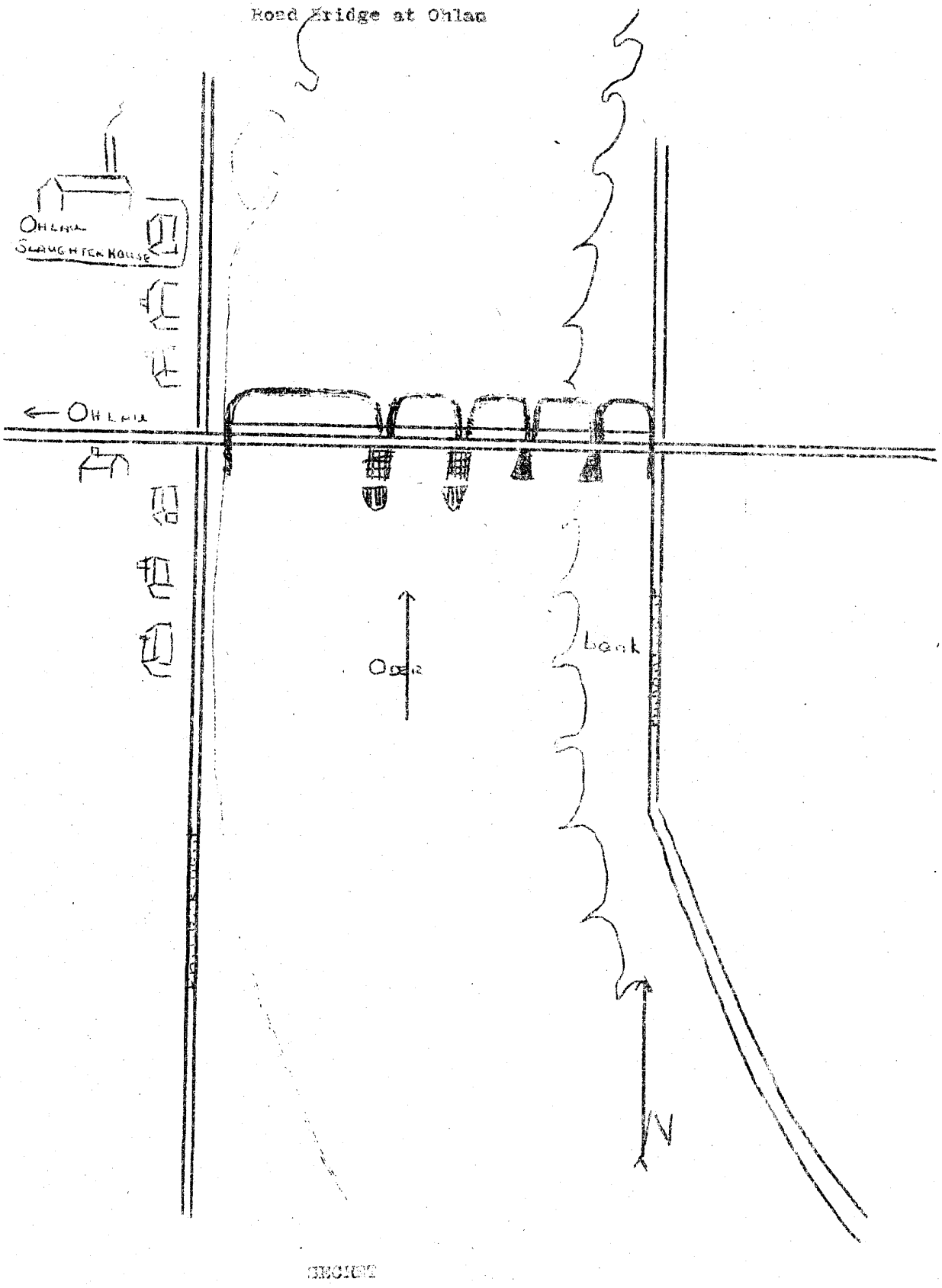
Road Bridge at Ohlau



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Annex 14

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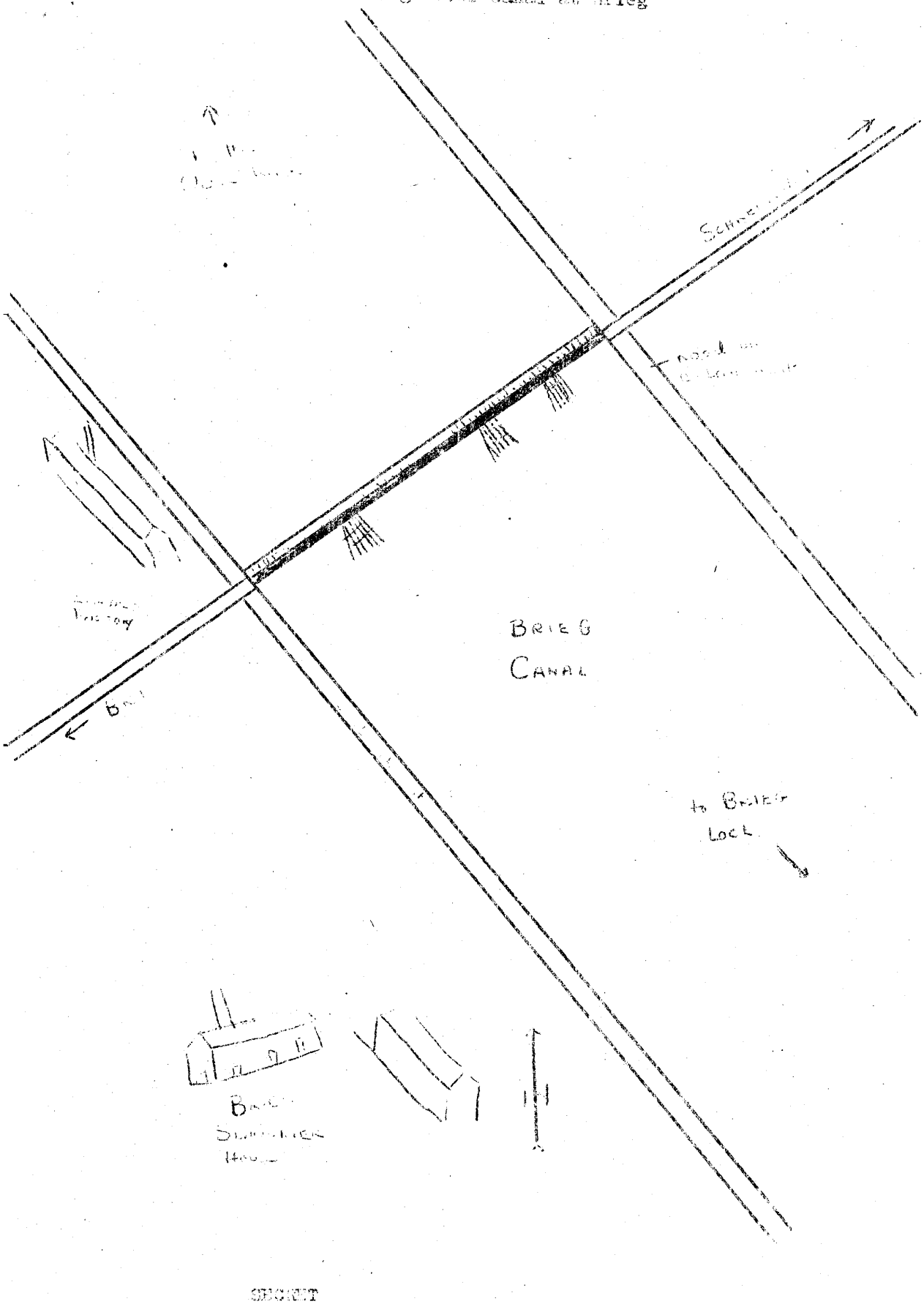
Road Bridge over Canal at Brieg



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Annex 15

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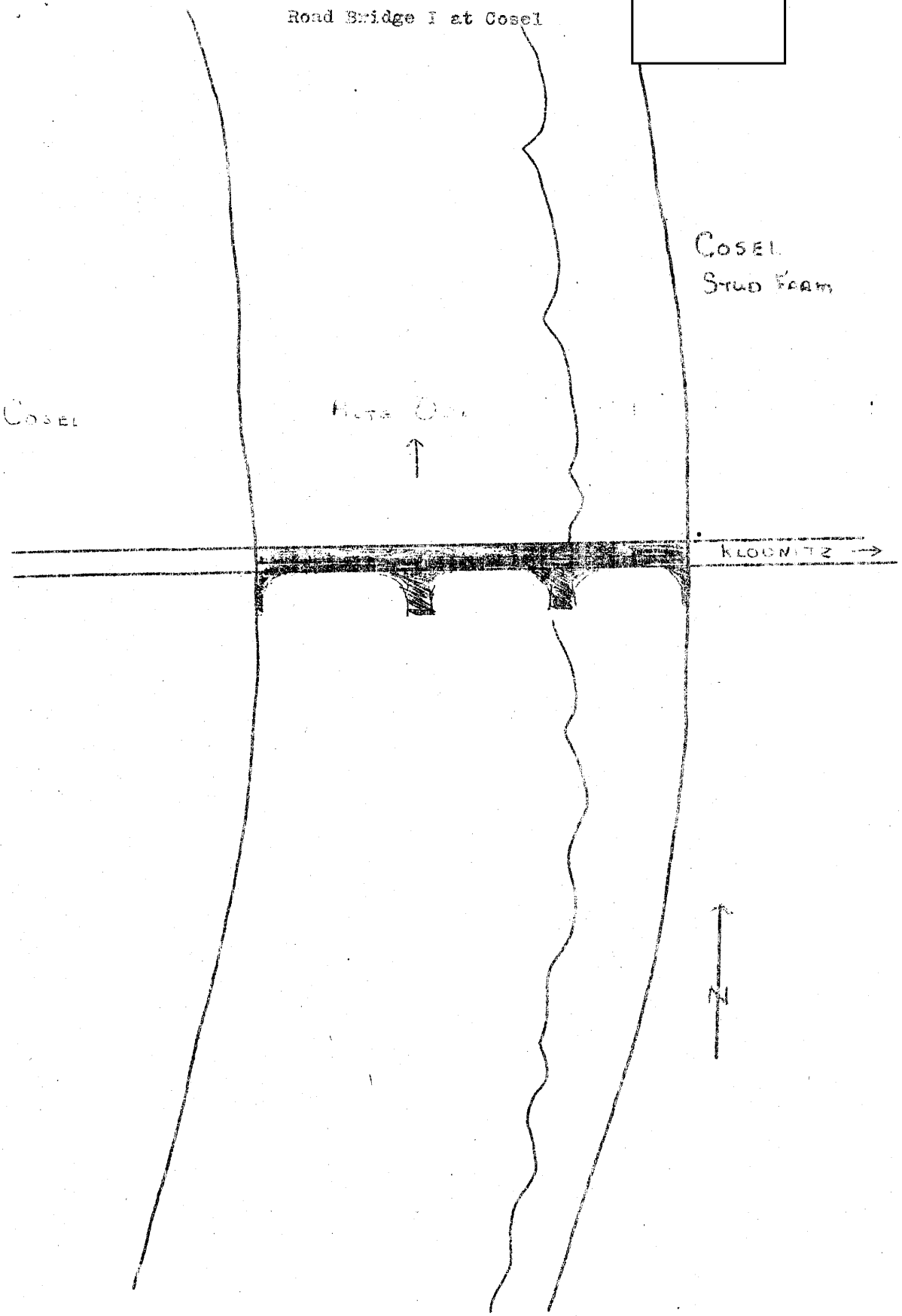

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Annex 16

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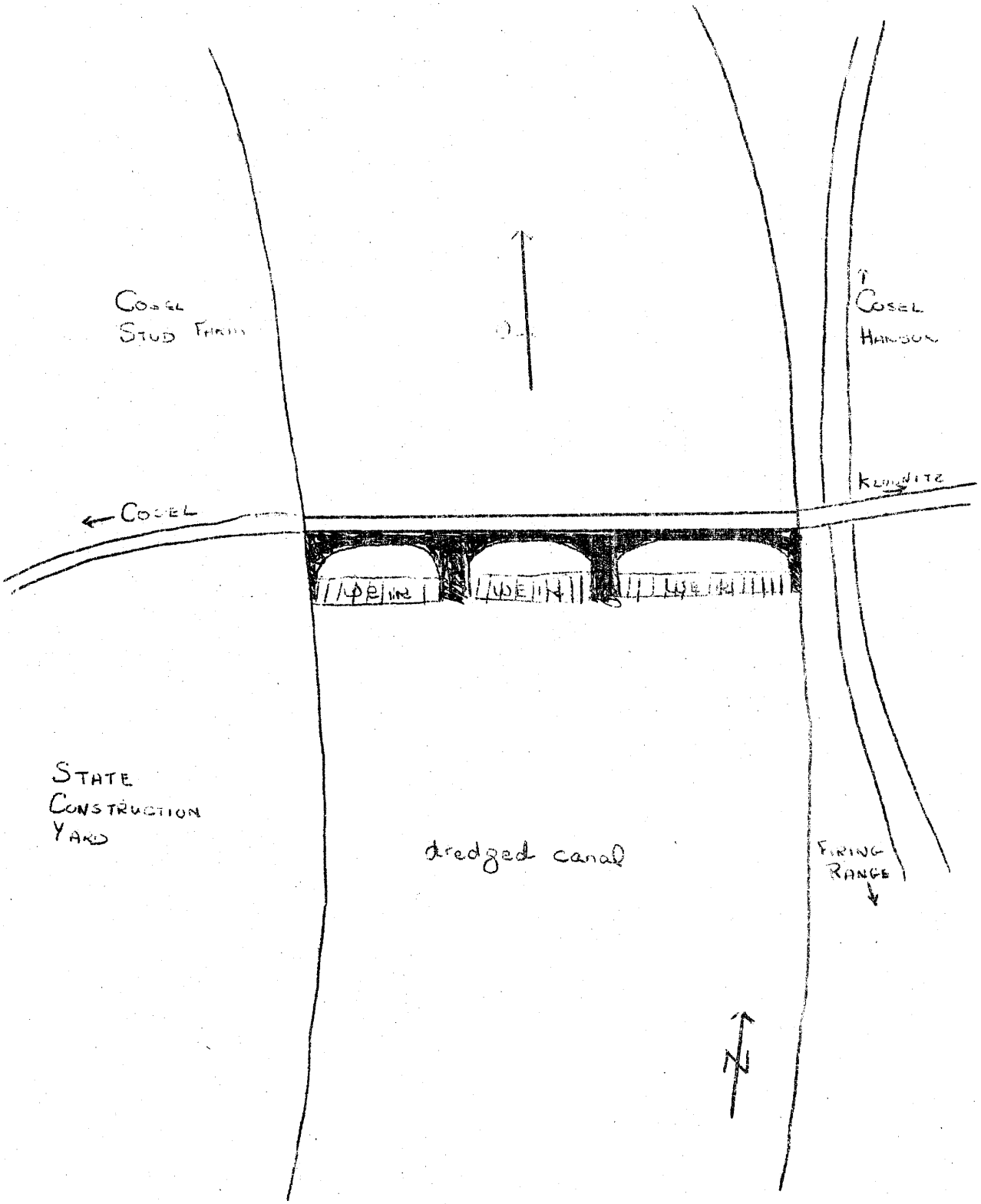
Road Bridge II at Weir at Cosel



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